

Cover Sheet – Non-Social Service Activity

AGENCY NAME: Town of Amherst

AGENCY ADDRESS: 4 Boltwood Ave.

AGENCY PHONE NO: 413-259-3040

CONTACT PERSON: David Ziomek

CONTACT PERSON EMAIL: ziomekd@amherstma.gov

CDBG FUNDING REQUEST: \$500,000.00

1. Project Name
Phase II: East Hadley Road Pedestrian Improvements Project
 2. Project Description (1-2 sentences)
The Town would like to complete the construction of a new 8-10' wide continuous walkway that connects residents with public transit, Groff Park and Route 116 where there are sidewalks that lead to the Pomeroy Village Center. Phase I funds were requested and received in 2017 to complete project design and about 10-15% of construction.
 3. Project Location (Street address)
East Hadley Road
 4. Budget Request
\$500,000.00
 5. Type of Activity (check one):
 - ☐ Rehabilitation
 - ☐ Acquisition
 - ☐ Demolition/clearance
 - ☒ Infrastructure
 - ☐ Public Facility
 - ☐ Architectural Barrier Removal
 - ☐ Other – please explain
 6. National Objective:
 - Total number of beneficiaries (individuals served): approx. 2,635
 - Total Low/Mod beneficiaries (individuals served): approx. 1,550 (59% low/mod)
-

Please submit responses to the following questions:

Project Name: East Hadley Road Pedestrian Improvements Project

Project Location: East Hadley Road, Amherst, MA

Census Block Group: 250158208013 (south of East Hadley Road) and 250158205005 (north of East Hadley Road)

National Objective Description

The Block Group south of East Hadley Road has a low/mod percentage of 81% representing 1455 people. Although this block group extends down Route 116 and includes properties north along West Pomeroy Lane, most of the low/mod individuals live along East Hadley Road. The neighborhood north of East Hadley Road contains approximately 110 properties that are mostly single family homes. Eleven percent of this block group is low/mod so that a small proportion of this neighborhood is income eligible.

Combining the populations of the block groups north and south of East Hadley Road yields a majority (approximately 60%) of residents who are income eligible.

Demonstrate Consistency with Sustainable Development Principles

By improving pedestrian connections to public transit and to the new electric-assist bikeshare program, recreation amenities and a village center, the East Hadley Road infrastructure improvement project meets three sustainable development principles: 1) concentrate development and mix uses, 2) advance equity, and 7) provide transportation choice.

Demonstrate Consistency with Target Area requirements

East Hadley Road is located within the East Hadley Road/Pomeroy Village Center Target Area. Within this target area, East Hadley Road has a large proportion of income eligible residents.

A. Demonstrate Consistency with Community Development Strategy

The project is consistent with priority project #3, improving public infrastructure in the village centers and target areas. A multi-use path along East Hadley Road will create a barrier free sidewalk that connects residents with public transportation and other amenities, including a new bikeshare station on East Hadley Road that will provide 20 electric-assist bikes that can be used to cycle to local shops and destinations. This project will also help connect residents with Groff Park, a widely used recreation area in South Amherst. Bringing neighborhood residents to public transit and the recreation area achieves goals articulated in the Strategy and is part of a larger

effort aimed at making Amherst more sustainable in terms of pedestrian connectivity, encouraging alternative modes of transportation, and allocating resources to meet a high community need and demand.

B. Agency Information

The Town offers high level government services, quality education, support for open space and agriculture, promotion of economic development, and respect for its history. Town government has been in existence for decades, with numerous departments and citizen boards and committees all working toward common goals that benefit its citizens and the community. Currently, Amherst has professional staff in all of its departments, in particular its Accounting, Conservation, Planning, Facilities and Public Works Departments who commonly work with consultants and contractors to manage and develop such projects as feasibility studies and assessments, development of engineering specifications, and construction projects ranging from public infrastructure to affordable housing. Town staff is competent with procurement regulations, balancing budgets, and efficiently managing contracts so that deliverables are received on time. The Department of Public Works and Planning Department Staff will work closely with the contractors to oversee the project. This is the same staff who:

- Managed the \$150,000 accessibility upgrades to Boltwood Walk (installation of new concrete walkway with improved drainage)
- Supervised the installation of a new sidewalk along South East Street connecting Colonial Village Apartments to the village Center.
- Managed the reconstruction of Shumway Street, including new drainage and utilities, road and sidewalk paving, and driveway entrance improvements.
- Managed the repaving of Main Street and its sidewalks.

C. Project Budget Information

The project budget was prepared by town staff, including the Town Engineer. The project budget was developed using unit costs published by the Massachusetts Department of Transportation Highway Division and quantities estimated by the Engineer. The budget represents an estimate to install an 8-10' wide multi-use path along East Hadley Road beginning at Columbia Drive and running west to the Town boundary, a length of approximately 4,500 linear feet.

There are no funds requested for operations or maintenance, as the Town would maintain the path as part of its annual schedule.

D. Project Description

The goal is to have a continuous multi-use path on East Hadley Road that serves pedestrians and cyclists.

The project involves the installation of an 8-10' wide multi-use path along East Hadley Road.

The path would provide an accessible, safe route that connects residents with bus stops, Groff Park, and Route 116 (where additional bus routes are available and where there is a continuous sidewalk to the Pomeroy Village Center). The current sidewalk is extremely narrow in places and not accessible, and this would be greatly improved by the new multi-use path.

The sidewalk crosses East Hadley Road three times at crosswalks that have limited safety features. The plan is to increase the safety of the crosswalks with raised crosswalks that have more pavement markings and line painting, and new pedestrian bollards with flashing lights. The roadway would be widened in sections for the installation of dedicated bus pull offs and stops with permanent shelters.

The new path would intersect Route 116 on the south side of East Hadley Road (its current location) and would have new pedestrian signals and curb cuts to connect with the sidewalk to north, which provides access to Groff Park.

The realignment of the path and crosswalks would also involve new drainage infrastructure and the removal and planting of street trees.

E. Project Need

The project is needed to safely bring over 1,000 low- and moderate-income residents along East Hadley road to access public transit, Groff Park, and the Pomeroy Village Center. Residents often walk in the road and do not use the sidewalk or crosswalks, creating dangerous, unsafe conditions. Although there is public transportation available on East Hadley Road, more routes are available from stops on Route 116. On a daily basis, many residents walk to Route 116 to take advantage of this public transit. Residents of this area use Groff Park very frequently as it offers open space, playing fields, playgrounds, access to the Fort River, and a wading pool. In 2015, the Amherst Health Department conducted a survey of East Hadley Road residents and found that many use public transportation and Groff Park, and that more would take advantage of these resources if they were easier to access. Residents also head west to the shops in Hadley, and walk in the road and in the fields. Extending the multi-use path to the Town boundary would provide a safe route to the shopping areas.

The Town is planning to upgrade Groff Park and anticipate this will encourage even more use from the East Hadley Road neighborhood. A new multi-use path would safely accommodate new and existing users.

F. Community Involvement and Support

Following up on the work of the Health Department that identified Groff Park as a widely used amenity and the high use of public transportation by East Hadley Road residents, the Town has planned three improvement projects for this area: modernize Groff Park, new multi-use path along East Hadley Road (to connect to Groff, public transportation and Crocker Farm Elementary School), and a paved connection to the Norwottuck Rail Trail (this project is mainly

in Hadley). Plans to improve Groff Park included a community-wide survey with targeted outreach to East Hadley Road. Respondents indicated a desire to improve the Park as well as the pedestrian connection to it to make it easier and safer to access. The Town's intention is to implement the plans at Groff Park in 2018.

Improvements to East Hadley Road would follow shortly after, and would involve input from stakeholders (residents, Pioneer Valley Transit Authority) about exact locations of the new bus stops and other amenities and features of the path that would be used by residents such as seating and possible bike rack locations.

G. Project Feasibility

Currently the project is in concept design and cost estimating, but is at a point where staff are confident the project is feasible and can be completed within budget. The new path would remain within the Town right-of-way, and steps have been taken to minimize extending beyond this point, although it is necessary on some properties. The actual construction of the path and crosswalks is straightforward, and involves minor changes to existing drainage infrastructure and roadway (for the bus stops and crosswalks). Impacts to the roadway would be minimized and the plans do not include changes to other utilities (water and sewer and electric).

There are wetlands along the road and the nearby Fort River. This work would need permitting through the Conservation Commission, with review by the State because these nearby resources are within the floodplain of the Mill River (approx. 2,000 LF) and in an area that falls within Natural Heritage and Endangered Species Program (NHESP) estimated habitat of rare wildlife (Approximately 3000LF+/-). Included in this review would be detailed environmental site assessment, associated wetland and riverfront flagging followed by a detailed site and topographic survey

The additional predevelopment work would be completed in calendar year 2018 with an expected procurement in spring 2018. The project would follow Massachusetts procurement regulations for horizontal construction and Phase I construction would begin in fall 2018 or spring 2019. Town staff would provide procurement and construction oversight while the work would be completed by outside contractors.

H. Project Impact

The impacts will be a safer, completely accessible path for residents that will result in fewer complaints. The bus stops will also be safer with the dedicated pull offs and new pedestrian signals at Route 116 will make it easier for residents to walk to Groff Park and access the sidewalks on Route 116 to walk into the Pomeroy Village Center and Crocker Farm Elementary School.

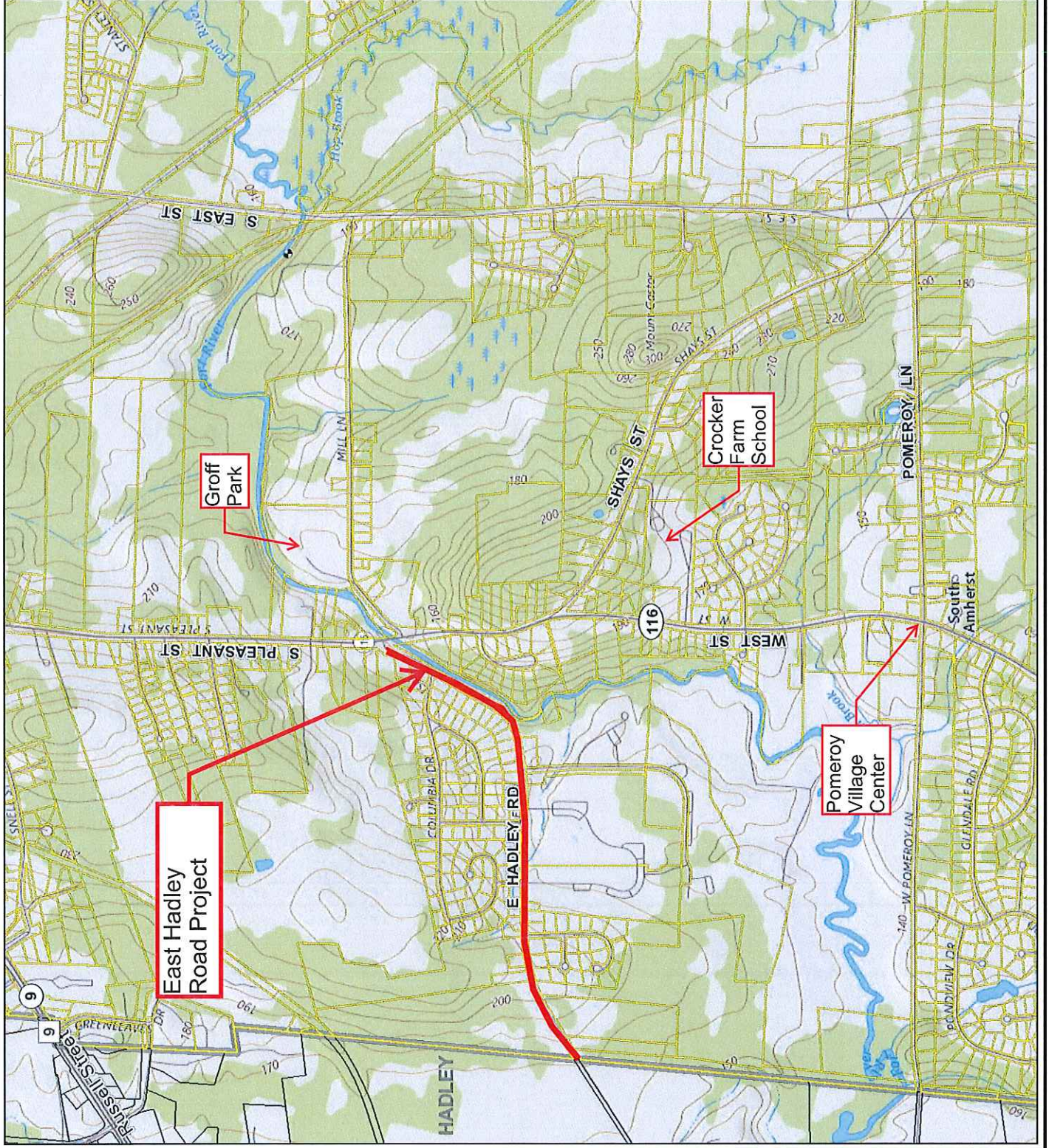
East Hadley Rd Conceptual Multiuse Path

MHD Item #	Item	Qty	Unit	MHD Weighted Average	MHD Estimated Cost
103.00	TREE REMOVED - DIAMETER UNDER 24 INCHES	6	EA	\$ 800.00	\$ 4,800.00
104.00	TREE REMOVED - DIAMETER 24 INCHES AND OVER		EA	\$ 2,000.00	\$ -
105.00	STUMP REMOVED	6	EA	\$ 510.00	\$ 3,060.00
120.100	UNCLASSIFIED EXCAVATION	2000	CY	\$ 32.75	\$ 65,500.00
127.000	CONCRETE EXCAVATION		CY	\$ 100.00	\$ -
129.000	PAVEMENT MILLING		SY	\$ 18.00	\$ -
129.200	OLD PAVEMENT EXCAVATION		SY	\$ 28.00	\$ -
151.000	GRAVEL BORROW	900	CY	\$ 36.00	\$ 32,400.00
151.200	GRAVEL BORROW FOR BACKFILLING STRUCTURES AND PIPES		CY	\$ 42.00	\$ -
152.700	PEASTONE	250	TON	\$ 70.50	\$ 17,625.00
156.000	CRUSHED STONE	700	TON	\$ 43.00	\$ 30,100.00
170.000	FINE GRADING AND COMPACTING	5500	SY	\$ 4.00	\$ 22,000.00
201.000	CATCH BASIN	3	EA	\$ 3,500.00	\$ 10,500.00
203.000	SPECIAL MANHOLE	2	EA	\$ 15,000.00	\$ 30,000.00
204.000	GUTTER INLET	1	EA	\$ 2,000.00	\$ 2,000.00
206.000	DROP INLET, TYPE A		EA	\$ 3,778.00	\$ -
220.000	DRAINAGE STRUCTURE ADJUSTED	9	EA	\$ 400.00	\$ 3,600.00
220.200	DRAINAGE STRUCTURE REBUILT	12	FT	\$ 325.00	\$ 3,900.00
220.600	SANITARY STRUCTURE REBUILT		FT	\$ 300.00	\$ -
220.700	SANITARY STRUCTURE ADJUSTED	2	EA	\$ 400.00	\$ 800.00
223.100	FRAME AND GRATE (OR COVER) REMOVED AND STACKED		EA	\$ 100.00	\$ -
252.120	12 INCH CORRUGATED PLASTIC (POLYETHYLENE) PIPE	2000	FT	\$ 100.00	\$ 200,000.00
265.080	8 INCH PIPE SUBDRAIN - OPTION		FT	\$ 50.00	\$ -
280.100	HOT MIX ASPHALT WATERWAY		TON	\$ 175.00	\$ -
358.000	GATE BOX ADJUSTED	2	EA	\$ 200.00	\$ 400.00
381.300	SERVICE BOX ADJUSTED		EA	\$ 144.52	\$ -
384.000	CURB STOP		EA	\$ 390.00	\$ -
402.000	DENSE GRADED CRUSHED STONE FOR SUB-BASE		CY	\$ 56.00	\$ -
403.000	RECLAIMED PAVEMENT FOR BASE COURSE AND/OR SUB-BASE		SY	\$ 3.40	\$ -
450.100	OPEN GRADED FRICTION COURSE - POLYMER MODIFIED (OGFC - P)	400	TON	\$ 126.50	\$ 50,600.00
451.000	HMA FOR PATCHING		TON	\$ 200.00	\$ -
452.000	ASPHALT EMULSION FOR TACK COAT	150	GAL	\$ 7.50	\$ 1,125.00
453.000	HMA JOINT SEALANT		FT	\$ 0.90	\$ -
455.220	SUPERPAVE SURFACE COURSE 9.5 (SSC 9.5)	250	TON	\$ 110.00	\$ 27,500.00
455.320	SUPERPAVE INTERMEDIATE COURSE - 19.0 (SIC - 19.0)	430	TON	\$ 95.00	\$ 40,850.00
455.420	SUPERPAVE BASE COURSE - 37.5 (SBC - 37.5)	30	TON	\$ 125.00	\$ 3,750.00
470.200	HOT MIX ASPHALT BERM, TYPE A - MODIFIED	2000	FT	\$ 5.00	\$ 10,000.00
472.000	HOT MIX ASPHALT FOR MISCELLANEOUS WORK	250	TON	\$ 197.50	\$ 49,375.00
482.300	SAWCUTTING ASPHALT PAVEMENT	6500	FT	\$ 3.00	\$ 19,500.00
504.000	GRANITE CURB TYPE VA4 - STRAIGHT		FT	\$ 36.75	\$ -
504.100	GRANITE CURB TYPE VA4 - CURVED		FT	\$ 45.00	\$ -
570.200	HOT MIX ASPHALT CURB TYPE 2		FT	\$ 10.50	\$ -
570.300	HOT MIX ASPHALT CURB TYPE 3		FT	\$ 10.00	\$ -
580.000	CURB REMOVED AND RESET		FT	\$ 20.00	\$ -
583.000	EDGING REMOVED AND RESET		FT	\$ 20.00	\$ -
602.000	GUARDRAIL POST - STEEL		EA	\$ 50.00	\$ -
620.300	STEEL W BEAM HIGHWAY GUARD - CURVED (SINGLE FACED)		FT	\$ 26.00	\$ -
635.000	HIGHWAY GUARD REMOVED AND STACKED		FT	\$ 11.00	\$ -
697.000	SEDIMENTATION FENCE	2100	FT	\$ 5.00	\$ 10,500.00
697.100	SILT SACK		EA	\$ 130.00	\$ -
698.200	GEOTEXTILE FABRIC FOR SUBSURFACE DRAINAGE	7200	SY	\$ 5.00	\$ 36,000.00
701.000	CEMENT CONCRETE SIDEWALK		SY	\$ 50.00	\$ -
701.200	CEMENT CONCRETE WHEELCHAIR RAMP	250	SY	\$ 120.00	\$ 30,000.00
702.000	HOT MIX ASPHALT WALK SURFACE		TON	\$ 140.00	\$ -
703.000	HOT MIX ASPHALT DRIVEWAY	100	TON	\$ 170.00	\$ 17,000.00
715.100	MAIL BOX REMOVED AND RESET		EA	\$ 150.00	\$ -
734.000	SIGN REMOVED AND RESET		EA	\$ 130.00	\$ -
751.000	LOAM BORROW	150	CY	\$ 50.00	\$ 7,500.00
765.000	SEEDING	800	SY	\$ 1.50	\$ 1,200.00
767.800	BALES OF HAY FOR EROSION CONTROL		EA	\$ 17.00	\$ -
850.410	ROADWAY FLAGGER	320	HR	\$ 50.00	\$ 16,000.00
860.106	6 INCH REFLECTORIZED WHITE LINE (PAINTED)	6500	FT	\$ 0.18	\$ 1,170.00
860.112	12 INCH REFLECTORIZED WHITE LINE (PAINTED)	700	FT	\$ 2.50	\$ 1,750.00
861.106	6 INCH REFLECTORIZED YELLOW LINE (PAINTED)	6500	FT	\$ 0.19	\$ 1,235.00
861.112	12 INCH REFLECTORIZED YELLOW LINE (PAINTED)		FT	\$ 1.50	\$ -
874.400	TRAFFIC SIGN REMOVED AND STACKED		EA	\$ 30.00	\$ -
983.100	RIPRAP		TON	\$ 60.00	\$ -
983.520	MODIFIED ROCK FILL		CY	\$ 75.00	\$ -
999.999	FLASHING CROSSWALK LIGHTS (RRFB pairs)	2	EA	\$ 40,000.00	\$ 80,000.00
Itemized TOTAL					\$ 831,740.00

East Hadley Road- USGS



- Property Map
- Property Lines
- Adjacent Towns Parcels



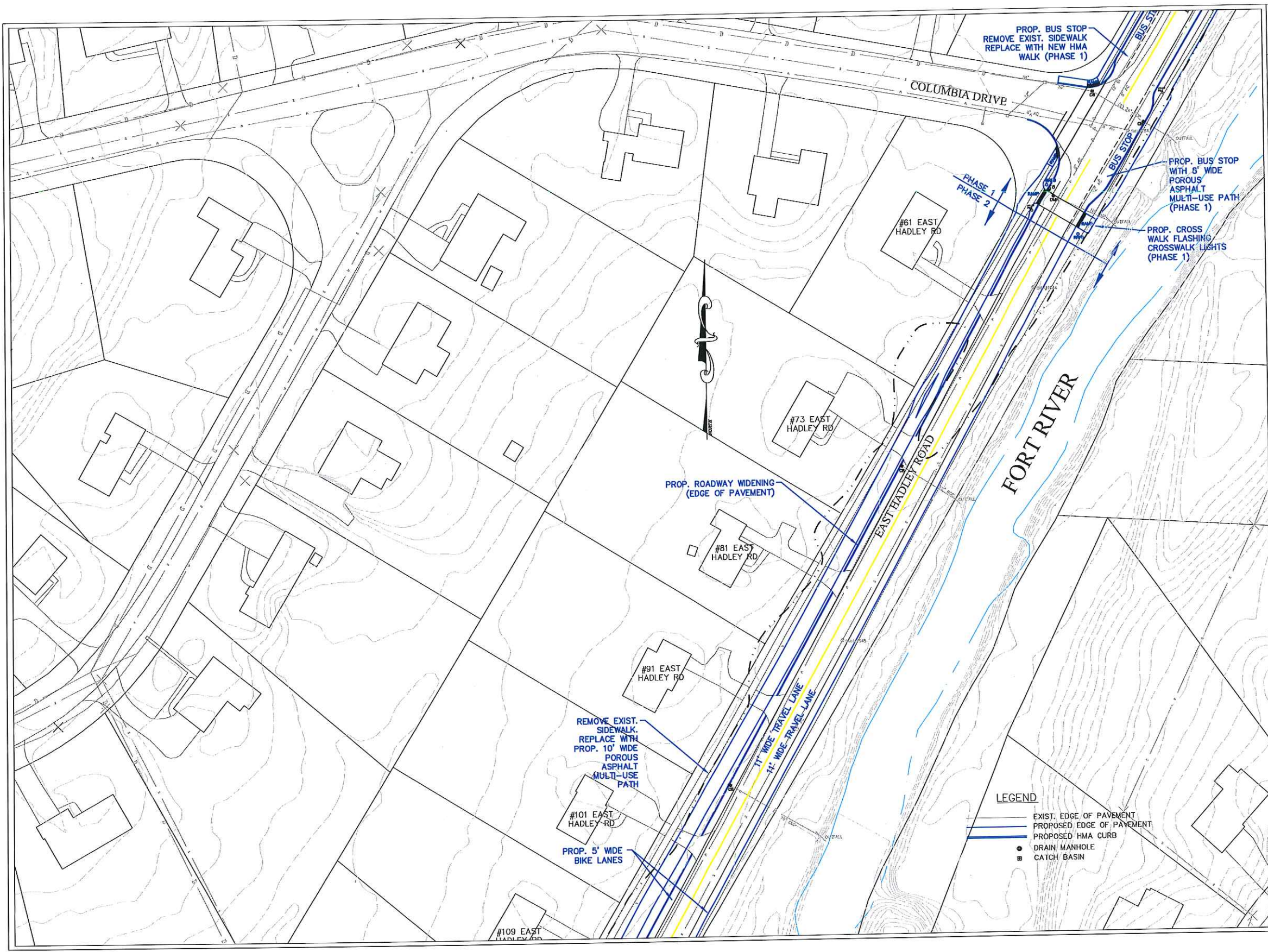
Horizontal Datum: NAD83, Feet, Vertical Datum: NAVD83, FT
Planimetric & topographic basemap compiled at 1"=40'
scale from April, 2009 Aerial Photography. Parcels
compiled to match the basemap; revisions are ongoing.

The information depicted on this map is for planning
purposes only. It may not be adequate for legal boundary
definition, regulatory interpretation, or property conveyance
purposes. Utility structures & underground utility locations
are approximate & require field verification.

The Town of Amherst makes no warranties, expressed
or implied, concerning the accuracy, completeness,
reliability, or suitability of these data, & does not
assume any liability associated with the use or misuse
of these data.



1" = 2000 ft



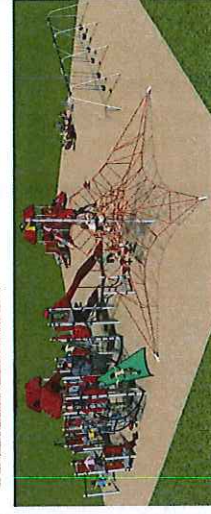
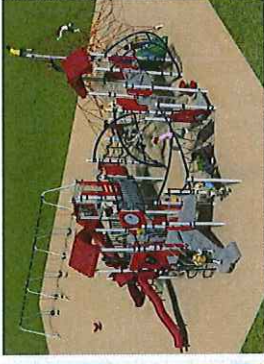
REV.	DESCRIPTION	BY	DATE

DRAWN BY: PCD	CHECKED BY: PCD
SCALE: 1"=30'	DATE: DECEMBER 17, 2018
JOB NO.: TP17-04	SHEET: 1 OF 4

JOB NAME: EAST HADLEY ROAD MULTI-USE PATH	CONCEPTUAL PLAN
LOCATION: EAST HADLEY ROAD	AMHERST, MASSACHUSETTS 01002
DESCRIPTION: CONCEPTUAL PLAN PHASE 2	

TOWN OF AMHERST
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
586 SOUTH PLEASANT STREET
AMHERST, MA. 01002
413-259-3050





REV.	DESCRIPTION	BY	DATE
JOB NAME: EAST HADLEY ROAD MULTI-USE PATH		DRAWN BY: PGD CHCKD BY:	
LOCATION: CONCEPTUAL PLAN		SCALE: NTS	
EAST HADLEY ROAD		DATE: DECEMBER 17, 2018	
AMHERST, MASSACHUSETTS 01002		JOB NO.: TP17-04 SHEET: 1 OF 1	
DESCRIPTION: CONCEPTUAL BUS PULL OFF WITH BIKE SHARE			



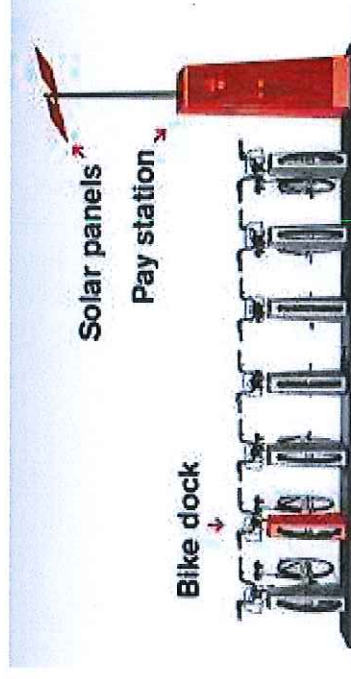
Catalyst for Regional Progress

pvpc

Timothy W. Brennan, Executive Director

What is Bike Share?

- Alternative urban transportation at set locations within service area
- For short distance point-to-point trips
- Extends transit (the last mile)
- Successful large and small cities



www.pvpc.org/regionalbikeshare

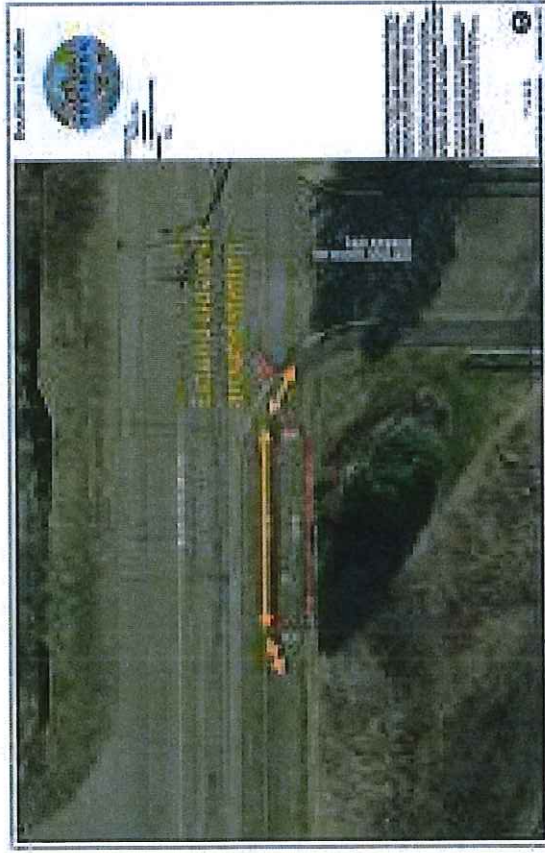


BE WEGEN

- ❖ System will be publically owned (290 bikes/29 stations), privately owned (210 bikes, 21 stations), and privately operated with 3-5 year commitment.
- ❖ All 500 bikes will be Pedelec electric-assist bikes, making PVB 3rd largest all-electric system in the world.
- ❖ Operations: CORPS LOGISTICS LLC:
 - First Sergeant Jim Duffney, CEO & Founder
 - Staffed by US Military Veterans



EAST HADLEY RD.





Amherst Health Survey Report

East Hadley Road
housing complexes

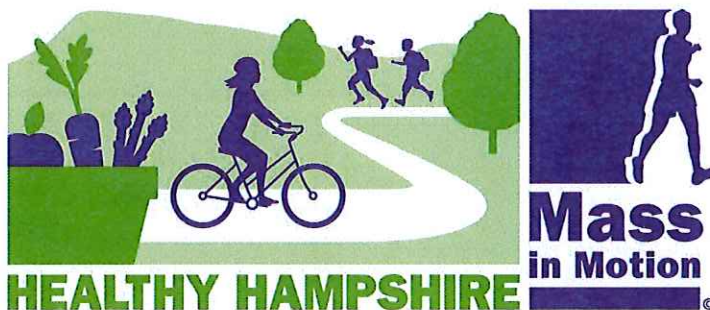
January 2015



Public Health

Prevent. Promote. Protect.

Amherst Health Department



ABOUT THIS SURVEY PROJECT

The East Hadley Road neighborhood of Amherst is home to three apartment complexes, a condominium complex (totaling approximately 780 units) and many single family homes. During summer 2014, Healthy Hampshire (a regional public health initiative) partnered with the Amherst Health Department to begin documenting and telling the story of what life is like for residents there and what improvements could be made to help people access healthy food, recreational opportunities and transportation options.

Healthy Hampshire hired a group of Amherst teens to survey their family and friends. Then several of them volunteered to be part of a photo documentation journey through Amherst, where they took pictures of the environment around them. Included in this report are charts representing the survey data as well as photos taken by these teens about their experiences living in Amherst.

166 people completed the survey, representing residents living in the housing complexes off of East Hadley Road (The Boulders, Mill Valley, Southpoint and The Brook). Surveys were collected in person by teens surveying their neighbors and as well as through an online version of the survey advertised to residents. The survey was offered in English, Spanish and Portuguese languages. The survey was not meant to be exhaustive, nor was the methodology designed to reach a representative sample. Rather, it was designed to provide more perspectives about how to improve the surrounding environment for these residents— particularly residents of color and those who do not speak English as a first language.

Photo credits: Cover page, top and middle photos by Liliana Lopes; bottom photo by Sarah Bankert; both photos on this page by Sidilene da Veiga

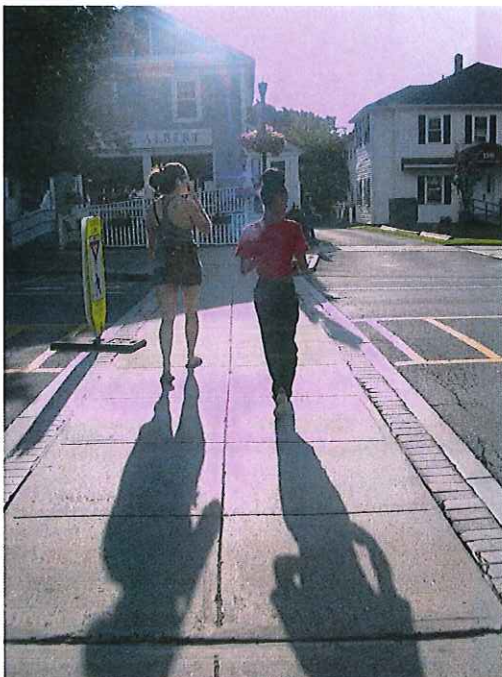


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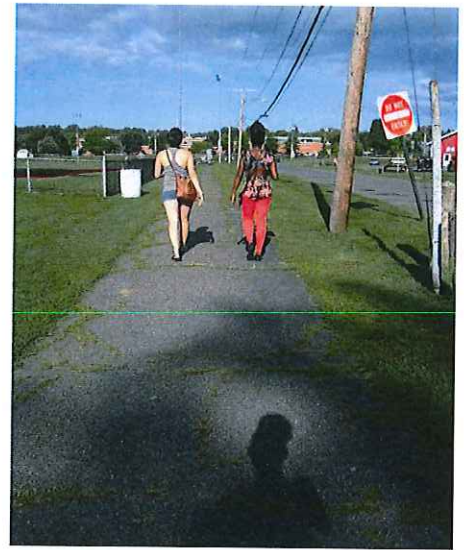


Photo credit: Lilliana Lopez

ABOUT US

Healthy Hampshire works with municipal and community leaders to effect changes to community policies and systems that will promote access to healthy foods and opportunities for physical activity for all residents. It is part of the *Mass in Motion* statewide initiative through the Department of Public Health. For more information about Mass in Motion, see: www.mass.gov/massinmotion.

This report was assembled by Community Health Solutions of the Collaborative for Educational Services: collaborative.org/community-health.

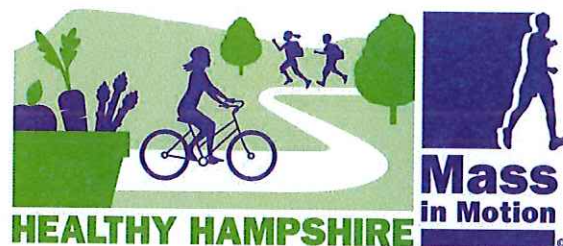
For more information about this project or to obtain copies of this report or the photo documentation, please contact:

Julie Federman
Amherst Health Department Director
Phone: (413) 259-3101
Email: federmanj@amherstma.gov



Public Health
Prevent. Promote. Protect.

Amherst Health Department



collaborative.org
Collaborative for Educational Services